

SWEDE'S MISHAP REPORT (MR) GOUGE

[NON-PRIVILEGED MESSAGE]
Please use Courier New and 12 pitch

FM YOUR SQUADRON

TO 3 Amigos (Always for MR's not for MIR's)

CNO WASHINGTON DC//N88F//

CMC WASHINGTON DC//A/SD//

COMNAVSAFECEN NORFOLK VA//00/01/10/11/054//

COLLECTIVE ADDRESS DESIGNATOR (CAD)

Example: ALL TOMCAT AIRCRAFT ACTIVITIES

Example: ALL SEAKNIGHT HELICOPTER ACTIVITIES

OTHER COMMANDS IN ENDORSING CHAIN (**IF NOT CONTAINED IN THE CAD**) UP TO THE FIRST FLAG LEVEL

Example: Endorsing Chain

VS-xx - Mishap Squadron

CAG-xx - is in the CAD, do not use

VS Wing - is in the CAD, do not use

AIRLANT - is in the CAD, do not use

INFO

CINCLANTFLT, CINPACFLT, CINCUSNAVEUR OR

COMUSNAVCENT - Pick one, **use only** if expected wide public interest will be raised.

COMMANDING OFFICER OF NAVAL OR MARINE CORPS

AIRFIELD, SHIP OR FACILITY - **Use only** if personnel, equipment or facilities of that command are involved.

COMMAND OF AIRCREW INVOLVED - **Use only** if command is not the reporting custodian of the aircrew involved. Example: Midair VS/HMM, USN or pilot/Italian SNFO.

LSO SCHOOL NAS OCEANA VA//JJJ// - **Use only** if it was an attempted carrier landing using an LSO.

HELSUPPRON EIGHT

HELSUPPRON THREE - Use both only if it was a shipboard (carrier or small boat) mishap involving an LSE.

ARMED FORCES INSTITUTE OF PATHOLOGY WASHINGTON

DC//CME-0// - Use only if there is a fatality. Take note that this address will not fit on one line. Just as above, indent 5 spaces for the 2nd line (DC//CME-0//) to finish the address.

HELSUPPRON THREE - Use only if the mishap involves a SAR effort. If you already listed this as involving an LSE DO NOT LIST IT AGAIN.

COMNAVAIRWARCENWPNDIV CHINA LAKE CA//JJJ//

ALL AEROMEDICAL ACTIVITIES - Use both for aeromed matters or aviation life support systems (ALSS) are involved. OBOGS, HEEDS, SV-2, helo stroking seat.

HQ AFSC KIRTLAND AFB NM//SEF/SEG//

CDRUSASC FT RUCKER AL//PESC-Z//

COMDT COGARD WASHINGTON DC//G-WKS// - Use as appropriately for your aircraft/common engine or if any of their personnel/facilities were involved. Example: H-60 is flown by all three services. Trng Command Mishap USN SNA/USAF Instr. USAF only. C-130 Mishap - USAF/USCG only. USA doesn't fly them

NAVY JAG WASHINGTON DC//JJJ// - Use only if NON-DOD aircraft, personnel, property are involved. **Never ever use NAVY JAG on a MIR!!!!!!**

NAVSURFWARCENDIV INDIAN HEAD MD//5320// - Use if CAD and AEPS devices of aircrew escape systems are involved. Examples - crew ejected, crew rescued by crash team emergency jettisoning the canopy.

DCMC FT BELVOIR VA//AQOI// - Aircraft under DPRO cognizance is involved.

Other information or action addresses - If directed by controlling custodian or considered appropriate by the originator.

BT

UNCLAS FOUO //N03750//

THIS IS AN (A) INITIAL (FIRST,SECOND,THIRD AMENDED) GENERAL USE NAVAL AIRCRAFT MISHAP REPORT VS-XX, CLASS A/B/C FM/FRM/AGM, 01-00, 01 OCT 99, S-3B, 19999X. REPORT SYMBOL OPNAV 3750-20.

A. OPNAVINST 3750.6Q

B. JAGINST 5800.7C

C. Others as appropriate Example below:

D. 302100Z OCT 99 NADEP JAX ENG INVEST

1. SUMMARY. CATASTROPHIC DUAL ENGINE FAILURE OVER WATER. AIRCREW EJECTED.

2. DATA

A. AIRCRAFT.

(1) *S-3B - Model or series*

(2) *19999X - Bureau number*

(3) *AJ-703 - Modex and side number*

(4) *VS-XX - Reporting custodian*

(5) *TF-34-GE-400 - Engine
type/model/series*

(6) *222222Y - Engine serial number*

(7) SAFETY SYSTEMS - Use Yes or No

A) GROUND PROXIMITY WARNING SYSTEM: NO

B) MIDAIR COLLISION SYSTEM: NO

**C) PREDICTIVE MATERIAL FAILURE
SYSTEM: NO**

**D) SURVIVABLE FLIGHT INFORMATION
COLLECTION SYSTEM: NO**

E) NAVIGATION INTEGRATED GPS: NO

B. EQUIPMENT. - *List all after market additions/modifications to the aircraft that are damaged. Weapons, ARS/drop tanks, pods, buoys etc.*

- (1) *model*
- (2) *make*
- (3) *part number*
- (4) *equipment code*

Example

- | | |
|------------------------|------------------|
| (1) AERO 1 D DROP TANK | (1) DIFAR/DICASS |
| (2) LOCKHEED | (2) LITTON |
| (3) 123-456 | (3) SSQ-53/62 |
| (4) XYZ-ABC | (4) DEF-ZYX |

C. ENVIRONMENT.

- (1) *date*
- (2) *local time*
- (3) *local time zone (lima/romeo)*
- (4) *day or night*
- (5) *mishap location (use all 3)*

Lat/Long, Tacan cut, City and State (Jax, FL.) or geographic area (Eastern Med). If within 5nm of airfield report L/L to nearest second (decimals). If greater than 5nm use nearest minute.

*Example: 32 30.5 N 078 45.2 W,
KNZC 360/4.5, NAS Cecil Field, FL.*

- (6) *altitude MSL only. No AGL.*
- (7) *weather*

3. CIRCUMSTANCES.

- A. ORIGIN:** NAS CECIL FIELD
- B. MISSION:** FCLP
- C. FLIGHT PURPOSE CODE:** 1A1
- D. TYPE FLIGHT PLAN:** IFR
- E. DESTINATION:** NAS CECIL FIELD
- F. AIRCRAFT EVOLUTION:** LANDING PATTERN

4. MISHAP CLASSIFICATION. *Not Category! Use the definitions in the book for your particular mishap (FM/FRM/AGM and A/B/C) classification/severity.*
INTENT FOR FLIGHT EXISTED. AIRCRAFT DESTROYED.

5. DAMAGE AND COSTS.

A. AIRCRAFT. DESTROYED/DAMAGED/NA

B. DOD PROPERTY DAMAGE.

- | | |
|--------------------------|----------|
| 1. 2 AERO 1 D DROP TANKS | 8,800.00 |
| 2. 6 SONOBUOYS | 3,200.00 |

C. NON-DOD PROPERTY DAMAGE. NA

6. PERSONNEL INFORMATION AND INJURIES. AEROMEDICAL ANALYSIS WILL BE SENT. *Always state whether or not this will be sent.*

A. SOULS ON BOARD. TWO

B. CREW. TWO

1. PILOT IN COMMAND/AT CONTROLS, LCDR, 1310, USN, VS-XX, ON-DUTY, FIRST AID INJURY, 1800 HOURS, 1550 IN MODEL. NVGS NOT USED.

2. COPILOT, LT, 1310, USN, VS-XX, ON-DUTY, MINOR INJURY-FIRST DEGREE BURNS/LACERATION, 800 HOURS, 650 IN MODEL. NVGS NOT USED.

If NVGs are not used on your aircraft you can omit the NVG statement C-12/C-9 etc.

C. TOTAL NUMBER OF PASSENGERS. N/A

(1) INJURED PASSENGERS. N/A

(2) UNINJURED PASSENGERS. N/A

D. INJURED NONOCCUPANTS. N/A

7. MISHAP INVESTIGATION. INVESTIGATION IN PROGRESS. ANTICIPATE DELAY IN MIR RELEASE DUE AIRCRAFT ENGINES ARE LOCATED IN SWAMP ENVIRONMENT WHICH WILL REQUIRE SPECIALIZED EQUIPMENT FOR RECOVERY.

FOR CONTROLLING CUSTODIAN: A. REQUEST TWO WEEK EXTENSION ON MIR UPON RECEIPT OF BOTH ENGINEERING INVESTIGATIONS.

B. REQUEST ASSISTANCE PROCURING RADAR TAPES FROM FAA ATC AT JACKSONVILLE INTERNATIONAL AIRPORT.

FOR COMNAVSAFECEN: REQUEST INVESTIGATIVE ASSIST.

FOR SEACONWINGLANT: A. REQUEST COORDINATION WITH NAS CECIL FIELD FOR USE OF VS-27 HANGAR FOR MISHAP AIRCRAFT WRECKAGE RECONSTRUCTION.

B. REQUEST ASSISTANCE PROCURING TAPES OF NAS CECIL
FIELD AIR CONTROLLER TRANSMISSIONS.

**8. JAG MANUAL INVESTIGATION. THIS MISHAP DOES
(DOES NOT) MEET THE REQUIREMENTS IN REF B FOR A JAG
MANUAL INVESTIGATION. INVESTIGATION INITIATED 01
OCT 99 BY VS-XX.**

*Required for all A's and B's. C's are optional
depending on scenario...see your wing JAG Officer!!!*

9. POINTS OF CONTACT.

A. AIRCRAFT MISHAP BOARD.

CDR SWEDE MYERS VS-YY, **SENIOR MEMBER**

DSN 878-2581/2 COMM 831-656-2581/2

AIRCRAFT OPERATIONS: LT WILLY MORRISON VS-XX

AIRCRAFT MAINTENANCE: LT TOM GARRISON VS-XX

AVIATION SAFETY: LT MIKE MALCOLM VS-XX

FLIGHT SURGEON: LT KURT GARLAND USS CVN

B. TELEPHONE INQUIRIES. LT GARLAND DSN 878-
2581/2/3, COMM 831-656-2581/2/3,
E-MAIL KGARLAND(AT SYMBOL)VS-XX.NAVY.MIL AT NAS
CECIL FIELD, FL.//

BT

#XXXX

NNNN

ALL **BOLD** INFORMATION IS MANDATORY IN THE MESSAGE